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Docket Management System
U. S. Department of Transportation
Room Plaza 401
400 Seventh Street, S.W.
Washington, DC 20590-0001

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DEPT. OF TRANSPORTATION

RE: Docket No. FAA-2000-8274: Notice No. 00-13 -42

To Whom It May Concern:

This NPRM, dated November 16, 2000, in regards to 14 CFR Parts 91-103, is nothing short of an ill-conceived attempt at regulatory blackmail. It has nothing to do with safety. The enactment of this regulatory change will be permanent as far as aerial sign companies in the United States are concerned it will not be just a "temporary inconvenience", but it will be **TOTAL DEVESATION**.

As president of a company engaged in aerial advertisement for over twenty-two years, I cannot believe the U. S. Government would want to move so swiftly to devastate an industry. Aerial advertising was made for large crowds attending out door events and has been approved by the FAA for years by the issuance of a waiver. The pilots are named, the aircraft are registered, and the door is open to the FAA. What more do you want? The TFR you propose, 2500 feet and three nautical miles will put a stop to a certain form of air commerce, but will do nothing to stop sightseeing aircraft, flying observers, or pilots who don't know any better. This government should realize by now that you cannot regulate stupidity.

If safety is your true concern pass regulations that all major sporting events will be watched at home in front of a TV or have all spectators remain three miles from the event in order to avoid congested airspace. Once again this government is trying to fix something that is not broke.

The issuance of a notam to cover a TFR in regards to a major sporting event is about as effective as installing a low frequency range station in Atlanta. The pilots who fly in the local area, in most cases, will not be briefed or in some cases be briefed incorrectly. Over the past several years my company has adopted a policy of checking notams with regards to major sporting events. The same events your TFR will address. We have found that the date of the event has been in error, as much as one full day. The times, five to six hours in error, and the location one hundred and eight degrees from where it is suppose to take place. This does not occur on every occasion, but has occurred enough times to cast doubt on the system. How many notams have been issued in the past 10 years for military fly-byes over NFL games? A notam of this nature is simply a CYA.



What do you feel would have more effect on the overall safety of persons congregated at an NFL game should something go wrong? A: A flight of military aircraft at or below 1000 feet wingtip to wingtip splitting the goal post at 250 knots or B: A J-3 Cub at 1000 feet pulling a banner around the event at 50mph or less.

The problem you seek to address if indeed this is your true concern can be solved with one word: **COMMUNICATIONS**

Let the professional operators police themselves. Let law enforcement, the media, the blimps, and the aerial sign people advise their intentions and act accordingly. This procedure can work, does work, and will work if you allow it to happen.

COMMUNICATIONS.

Maybe you think that my concern for safety has not been addressed. This is far from the truth. In my opinion there is not a professional, commercial aerial sign operator in this country that is not concerned about safety. The safety of the crowds we fly around, the safety of the pilot who perform the flights, the ground crews that feed the banners to the outstretched poles, and the observers who gather to watch.

A FAA slogan of old says "**Safety is no accident, it must be planned**", still rings true today.

If your proposal would enhance safety I would be 100% for it, but I fear it is the wrong place, the wrong time, and the wrong approach.

On big game days in the Midwest, I crawl into the seat of a banner tow aircraft, as I have for the past twenty-two years, along with my wife flying banner #3, and my nineteen year old son flying Banner #1.

As far as safety is concerned, there is nothing I wouldn't do to enhance it. You only have to read the above paragraph again to realize what I have at stake.

Respectfully,



Hugh Forrest
President